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Hongkong, 7th June, 1915. [728]

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THE STRIKE AT KRUPP'S.

FEUDALISM AT THE WORLD'S
GREATEST MUNITIONS
FACTORY.

On the back of our own trouble with South Wales miners there is something about the rumour of a strike at Krupp's distinctly refreshing. When we have regard to all the circumstances, it is, indeed, very remarkable that a strike should occur precisely now at this the greatest headquarters for munitions in the world. It was supposed that strikes were impossible there, owing to the fear instilled into the workmen of losing the benefits accruing to them of good houses, cheap food, and old-age pensions.

Essen, the great manufacturing and mining town in Ruhr Valley, in the Rhine Province, affords a capital instance of paternal government carried out by a big employer. The condition of it all is that there should be no taint of Socialist ideas. On pain of instant dismissal, no workman in Krupp's is allowed to join a trade union. No one connected with the firm can openly belong to the Social Democratic party, the suppression of which in Germany is an incidental object of the Kaiser's war. Yet, that party has made great progress in Essen in recent years, just as it has throughout the German States as a whole. The German workman, wrote an American who visited Krupp's works at Essen, "has a rope about his neck, and is to-day being driven to battle. The German military machine is Krupp feudalism on a gigantic scale."

Another rendering of this sentiment would be to say that, compared with the free Briton, the German workman is a poor creature, especially the German workman who is in bondage to Krupp's. To that extent this strike, if it assumes great dimensions, must be symptomatic of serious rot in the affairs of our enemy. The workman in Krupp's is provided against all his days. His employers have paid special attention to the housing of their workpeople, and have built houses largely on the cottage system. Co-operative stores, savings banks, hospitals, clubs, libraries, every thing is looked after by the Krupp firm in return for the surrender of political freedom.

A GOVERNMENT INSTITUTION.

There are other German armament manufacturers, but Krupp's are, the favourite. German Ambassadors solicit orders for Krupp's. It is practically a Government institution. The Government was responsible for an enlargement of the works in 1907, for which a loan of £2,500,000 was taken up. In workshops covering over 500 acres work is going on at present night and day without ceasing, the employees numbering probably 80,000 or more. Doctors are present with the ostensible object of seeing that they are not over-stained, and an effort is made to prevent the men from drinking anything more deleterious than milk. And Essen is only one branch of the enterprises of the Krupp firm. They have a huge shipbuilding yard—the Germania at Kiel, where the first submarines were built; three coal-mines, employing 10,000 men; iron-ore mines in Germany and Spain; huge smelting works at various places; and a shipping wharf at Rotterdam.

The founder of the firm was Friedrich Krupp, a blacksmith, born in 1787. He was the first discoverer of the secret of making crucible steel. The Englishman Huntsman preceded him, and a certain secret is preserved at Sheffield to this day. Friedrich Krupp died a struggle, and died in 1826 a poor man. But he bequeathed his secret to his son, Alfred Krupp, then a boy of fourteen. Under him the business made great headway. Alfred had a long reign as the Cannon King, famous throughout the world. In 1864 he started experiments with forged steel plates for the manufacture of armour. At the World's Fair, in 1868, the Krupp exhibit attracted the attention of the whole military world, and "Krupp steel" presently came to be widely regarded as superior to any other material hitherto devised for the making of armour plate.

KAISER CHIEF SHAREHOLDER.

When Alfred Krupp died, in 1887, his works were employing 20,000 men. He was succeeded by his son Friedrich Albert, who in turn had no son, and on his death, in 1902, the works passed into the hands of his eldest daughter, Franklin Bertha Krupp, not yet twenty at this time, became Cannon Queen and the richest woman in Europe. Spending an Easter holiday with her mother and sister in Italy, she met the German diplomatist who was then Secretary of the Prussian Legation at the Vatican. It was a love match. The Cannon Queen's husband took the name of Krupp, and is known as Baron Gustav Krupp von Bohlen and Halbach. He was born at The Hague, of Philadelphia-born parents, forty-four years ago. The Kaiser attended the wedding of the Cannon Queen in October, 1906, and proposed her hand. She is "meine liebe Bertha" to him, and the German soldiers call the 42-centimetre gun "dicke Bertha."

In 1903 the Krupp concern was converted into a company with a capital of £9,000,000, increased in 1908 by £15,000,000. To-day it is capitalised at £19,500,000. It has fifteen subsidiary companies and over 500 branches in Germany and other parts of Europe. The company is managed by a directorate of ten members, who are answerable to a board of five. Outside the Krupp family the Kaiser is the largest shareholder.—Daily Graphic.

HAILEYBURY'S ROLL OF HONOUR.

The roll of honour of Haileybury College up to the end of June was as follows:—Serving with the forces, 1,900; killed in action, 100; wounded, missing, and prisoners, 184; mentioned in dispatches, 128; received various marks of distinction, 61.

There are 490 boys in residence at the school, and 350 of these are in the Officers' Training Corps. Nine masters have joined the forces, and two more are about to join.

THE ARMIES ON THE
EASTERN FRONT.

AN APPROXIMATE ESTIMATE.

The military correspondent of the *Daily Telegraph* writing on July 20th on the subject of the defence of Poland, said:—

The following estimate of the contending forces does not aim at accuracy, but merely serves to give such an idea of the situation as to render it comprehensible. The Russians have been credited with the deployment on their Eastern frontier of sixty army corps, which they have been able to keep up to strength by continued drafts of fresh soldiers from their base, as circumstances required—say, two and a half million of field troops, besides line of communication troops.

The Austrians have probably forty army corps, of which not less than fifteen, and perhaps as many as twenty, are opposing Serbians and Italians, and watching Roumania, leaving twenty-five or twenty for the forces in line in Galicia and in Southern Poland. There are formed five armies. Two operating in Southern Poland, two forming the principal group on the Dniester, and one forming the extreme left of the line in Bukovina.

The Germans have thirty-five, and perhaps thirty-eight, army corps engaged with the Russians. Some of these troops are mixed with the Austrians, but there are the following German armies in the field, numbering from right to left: 1. Von Linsingen, operating on the Lips, east of Lemberg. 2. Mackensen's central mass, which probably includes ten or twelve army corps. 3. The army attacking Warsaw, south of the Vistula. 4. The army attacking Warsaw north of the Vistula. 5. The army fighting on the Naref. 6. The army operating in the Suwalki district. 7. The northern army, engaged in the Shavli region. North of the Vistula the combined operations are under the supreme command of Marshal von Hindenburg, and the German armies of the strategic right are all under the supreme direction of General von Mackensen.

Not the least of the advantages which our enemies have over us in this war is the understanding by the German nation of military matters. A nation fighting for its life needs whole-hearted national support, and that is not to be hoped for from a people who will not even study the maps of the seat of war in order to follow the fate of their soldiers at the crisis of the contest. While some folk have by now extended their geographical knowledge so as to include the main features of Flanders, the Eastern front is generally considered too distant, too big, and the situation too complicated to repay attention. But the fate of the British Army in Flanders, and, indeed, of the British people at home, is very intimately bound up with the colossal struggle now being waged between the Baltic and the Black Sea. And it is in the Eastern theatre of war that the final decisive event giving victory or defeat to one side or the other may be expected to happen.

A FAMOUS SHRINE.

TREASURES OF LORETTO TO BE
REMOVED.

THE POPE'S ORDER.

The Pope has given orders for the safe removal of the treasure shrine of Loretto, as he fears an Austrian bombardment.

The treasure includes some magnificent pearls, which were a gift from the late Arch Duke Ferdinand.—Exchange.

The famous shrine of Loretto, to which each year 50,000 pilgrims are said to find their way, is in the Italian province of Ancona. Of the buildings which give the place its fame the most interesting (says the *Telegraph*) is the Casa Santa, from which the treasures are now to be removed. It is a plain stone building 24ft. by 12ft. and 13ft. high.

In a niche is a small black image of the Virgin and Child in Lebanon, adorned and richly adorned with jewels. Around the Casa Santa is a lofty marble screen, designed by Bramante and executed under Pope Leo X., Clement VII., and Paul III., by Andrea Sansovino, Girolamo Lombardo, Bandinelli, Gaglielmo della Porta, and others.

A STRANGE LEGEND.

The place has a curious legend dating from the Crusades. According to this the house at Nazareth in which the Virgin Mary was born and lived during the childhood of Jesus and after the Ascension was converted by this Apostle into a church.

In 336 the Empress Helena caused a basilica to be erected over this, and worship continued there till the fall of the kingdom of Jerusalem. Threatened with destruction by the implacable hands of Turks, the building was in 1291 carried by angels through the air and set down on a hill at Tersatto, in Dalmatia.

In 1294 it was transported again by celestial agency, across the Adriatic to a wood near Recanati, deriving from this wood (lauretum), or its proprietrix (Laureta), the name it still retains. From Recanati it was, in the following year, removed to its present site.

The treasures to be removed include many rich and curious votive offerings, the gift of monarchs or persons of rank.

A LETTER FROM PRIVATE
LONSDALE.SENTENCE REDUCED TO 15
YEARS.

Private William Lonsdale, the former Leeds tram-car conductor, who was sentenced to death for having struck one of his guards while a prisoner of war at Döberitz Camp in Germany, has written a letter to his wife in Leeds, informing her of the reduction of his sentence to one of 15 years' imprisonment. He writes from Spandau, and is apparently quite cheerful.

"My 15 years," he says, "will soon pass away; only another 770 Sundays. Not many. I only count the Sundays; I have no time to trouble about the week-days—too busy worrying. Kiss my children for me, and never let them know that their father is such a bad man, that he is doing 15 years for striking a blow in self-defence."

KAISER AND FRENCH
SERGEANT.AMUSING STORY OF PRISONER'S
FOOD.

M. Albert Aveline, of the Paris Opera, who was mobilised as a stretcher-bearer, has just arrived from Germany, where he was taken prisoner. He relates in the *Petit Parisien* an interview between the Kaiser and a French infantry sergeant at the Crabow camp, which he witnessed.

The Kaiser, attracted by the number on the sergeant's collar, went up to him and loudly praised the regiment.

"I know it well, and am very fond of it," he said.

"Not more than I am," replied the sergeant, unimpressed, but somewhat taken aback, by this uncalculated friendship.

The Kaiser then asked his views on the food provided for the prisoners. The sergeant said: "We are given absolutely uncountable stuff, and are awaiting the time when William II. will give us nothing but bricks."

The staff were stricken dumb by this disrespect on the part of the Frenchman, but the Kaiser, who had no doubt lunched well, took it in good part, and departed after a few agreeable remarks.

GERMANY AFTER THE WAR.

HER PLACE AMONG THE NATIONS.

In a very carefully written leading article the *Frankfurter Zeitung* attacks politicians who are advocating German conquests in Europe, stating:—

"It would not be the German way to make ourselves drunk with the thoughts of victory, and to advance with threatening gestures arrogant claims which can only be complied with by those who have nothing else to give. It is obvious that to safeguard her frontiers and unite Germany must be very prudent."

"When in the course of the war from different sides very definite claims have been made—for instance, for the annexation of Belgium or for territories near the eastern frontier or large parts of France, or when a German waterway to the sea is desired, and on the other hand, by the Socialists in principle that every annexation of foreign territory be rejected—then the great idea of the world-war will split into a series of isolated demands, and it will be forgotten for what purpose this war is waged."

That is that Germany is fighting for its place among the leading nations.

After the war, those who envy Germany must drop the hope that Germany can ever be pushed from her place. There may be people who "take" such a view as modest and petty, but for Germany not so much depends upon far-reaching conquests as upon the general position which she will occupy at the end of the war."

The *Frankfurter Zeitung* recalls the demands suggested to the Imperial Chancellor by six German economic societies, and says that those claims must not be taken as claims that Germany will carry her head higher after the war than before, for, come what may, no one will get Germany away from her place among nations.

THE WAR AND RACIAL
PROGRESS.

Major Darwin, in the presidential address on "Eugenics During and After the War" to the Eugenics Education Society at the Grafton Galleries, said that our military system seemed to be devised with the object of ensuring that all who were selected should be exempt from risks, whilst the strong, courageous, and patriotic should be endangered. Men with noble qualities were being destroyed whilst the unfit remained at home to become fathers of families, and this must deteriorate the natural qualities of the coming generations. The chances of stopping war were small, and we must consider how to minimise its evils. If conscription were adopted future wars would produce less injury to the race because the casualty lists would more nearly represent a chance selection of the population; though whether a conscript army would ever fight as well as our men were doing in France was very doubtful. The injurious effects of the war on all useful sections of the community should be mitigated. Military training was eugenic if the men were kept with the colours only for short periods. Officers must, of course, be engaged for long periods and amongst them the birth rate was very low. An increase of pay should be beneficial in this respect, as only if given in the form of an additional allowance for each living child. In the hope of increasing the birth rate attempts were likely to be made to exalt the "unmarried wife," a detestable term again: which all true wives should protest. If a change in moral standards was demanded in the hope that an increase in the habit of forming irregular unions would result in an increase in the population that plea entirely failed because the desired effect would not thus be produced. A special effort ought now to be made on eugenic as well as on other grounds to maintain the high standards of home life which had ever existed in our race, and which had been in large measure the basis of our social and racial progress in the past. If we did not now take some steps to insure our own racial progress being at least as rapid as that of our neighbours, and if our nation should in consequence cease in future to play a great part in the noble and eternal struggle for human advancement, then the fault would be ours.

A Territorial in Gallipoli states that the troops there are more annoyed by the persistent noise than by the Turkish attacks. The enemy keep up a hideous mournful din, apparently to maintain their spirits, and this, together with the croaking of thousands of frogs, makes sleep almost an impossibility.

INTIMATIONS

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Remember we do all kinds of

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WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 22nd July, 1915. [567]

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NEW CARTRIDGES.

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In all Bore and Sizes.

SMOKELESS POWDER, and CHILLIT
SHOT. From No. 10 to 55SG. at \$5.07 and
\$7.60 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [568]

A LING & CO.

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Photographic Goods of Every Description

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Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 4th February, 1915. [516]

JUST RECEIVED:

SEEDS:

GRACA & CO.

No. 11A, CAINE ROAD,

Hongkong, 18th August, 1915. [735]

THE BEST ADVICE

To give to a person suffering from Headache or Neuralgia is to use a remedy that will give instant relief.—Like a touch of the wizard's wand LITTLE'S ORIENTAL BALM acts on these painful disorders. The effects are simply marvellous. One application and the pain subsides as if by magic. It has been done thousands of times without a single failure.

LITTLE'S ORIENTAL BALM is the one sure-acting remedy for Neuralgia and Headaches.

A bottle on your shelf makes your household pain-proof.

First relieves, then cures all manner of external aches and pains.

It has lifted the cloud of suffering from the brow of humanity.

Sold at 1s. 4d. per bottle.

Agents for Hongkong:—

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[414.1]

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A CHINESE WILL.

IN DISPUTE AT THE SUPREME COURT.

The administration of a Chinese estate was in dispute at the Supreme Court yesterday. In the matter of Ho Wo Lam, alias Wo Wan Ping, deceased, Ho Sau Lam, plaintiff, of 2a, Park Road, claimed to be the natural and lawful brother and next of kin of the deceased and that as such he is entitled to letters of administration of the estate which were granted to Ho Cheng Shu, Queen-Victoria Street, the defendant, on January 22nd, as guardian of Ho Shau Yau, alleged to be the adopted son and one of the next of kin of the said deceased. Plaintiff asked that the letters of administration be called in, revoked and declared null and void on the ground that the defendant had no interest in the estate of the said deceased, and also that he had no right to be elected guardian of Ho Shau Yau, and that defendant was not entitled to administer the estate of the deceased, and that such letters of administration were granted irregularly, as no proof had been made of any conditions entitling the defendant or Ho Shau Yau to administer the estate of the said deceased.

Mr. E. H. Sharp, K.C., and Mr. C. C. Alabaster (instructed by Mr. Grist) were for plaintiff, and Mr. Eldon Potter, and Mr. F. C. Jenkin (instructed by Mr. F. N. d'Almeida and Mr. Haywood, of Mr. Lee d'Almeida's office) were for defendant.

Mr. Sharp, outlining the case, said that the defence had placed upon them the burden of proof of all the affidavits. The facts were familiar to his lordship and were very simple. In the family of Han there was originally five brothers. The family lived and did so in the day in Sai Lam Village, near Canton, where there was the family house and also the ancestral tablets. Early in the eighties, the No. 2 brother founded a theatrical business with which his lordship had had to deal previously, and sometime subsequently a theatre was also opened at Hongkong, the Wah Kee. The No. 4 brother was placed in charge of the Hongkong theatre and No. 2 looked after the business in Canton. In 1893 No. 2 died, and before his death promised that his brothers should have shares in the business. In the following year a family agreement was drawn up in relation to these shares. This agreement was also, *inter alia*, a partnership agreement.

At this point his lordship remarked that he had previously had to deal with an action by the same family in relation to the estate, and if counsel thought that the points to be raised in the present case were likely to be different from those in the previous case he would ask his learned friend Mr. Justice Gumpertz to take the case.

Mr. Sharp said that no doubt points would arise in the present case in which his lordship gave an opinion before.

The Chief Justice—And supposing I have to judge this case, I should have to be governed by the decision of the majority.

Mr. Potter explained that he did not think that the present case affected the previous one in any way.

Subsequently the Chief Justice and counsel adjourned to Chambers to discuss the point.

It was subsequently decided that the action should be heard before the Puisne Judges.

THE ROLL OF SOLICITORS.

HONOURS WON BY A HONGKONG CANDIDATE.

At a recent examination for honours of candidates for admission to the roll of Solicitors of the Supreme Court of England, the examining committee recommended for honorary distinction Mr. Ma Kam Lo, who came first in order of merit in Class I. The Council of the Law Society awarded to Mr. Lo the Daniel Readon Prize of books value about £22, and the Clement's Inn Prize, value about £2. Mr. Kam Lo is the son of Mr. Lo Cheung-shun, Chairman of the Directors of the Tung Wa Hospital. He served under articles of clerkship to Mr. R. S. Garnett, of Messrs. Darby, Cumberland & Co., of London, and has returned to Hongkong with the intention of practising as a solicitor in the Colony. Fifty-three candidates entered for the examination in which Mr. Lo won his distinctions.

RAUB GOLD MINE.

The following are the results of crushing operations at Raub for the four weeks ending 14th instant:—

	Stone Crushed	Gold obtained	Avg. per ton
BUKIT KOMAN	5,958 tons.	828 ozs.	2.82 dwts.
BUKIT MALACCA	4,520 tons.	454 ozs.	2.008 dwts.

TRADING WITH CHINA.

U. S. CONSUL-GENERAL'S ADVICE.

The following extract is from a report by the United States Consul-General at Canton:—

Commercial competition has been very keen in this district. Certain European exporters appear to be far more conversant with commercial conditions than Americans are. The former have their own establishments here; they have their own salesmen on the ground, giving personal supervision to business transactions, and they are constantly seeking orders and doing everything possible to increase their trade. Americans, on the other hand, endeavour, in many cases, to carry on trade through consular officers by the distribution of trade catalogues. It is essential that American agents should be on the spot—men who have a vital interest in the increase of American trade in order to find out the determining factors in the Chinese field. They must come in contact with the consumer, take orders from him, find out the line of goods he wants, the trade-marks he likes, methods of packing, and a thousand and one things of which the American merchant at present appears to have an imperfect comprehension.

No interest in American import trade, anything like a permanent nature, can be attained here until there are American firms here to act as representatives. An incident illustrating this fact occurred recently, when an American engineering firm visited Canton. The result was that he succeeded in getting an order from the Kwangchow (Canton) telephone administration for telephone material amounting to about \$30,000. He would certainly not have received the order had it not been for his personal presentation of the case.

A great deal has been written and said recently concerning the present opportunity for Americans in the Far Eastern trade, but the methods followed thus far are not calculated to accomplish the desired result. American exporters continue to send out trade inquiries and to furnish this office with a great many trade catalogues. The value of these catalogues may be shown by the fact that since the writer has been in charge of this consular-general there have not been half a dozen inquiries from men desiring to consult them. They are not printed in the first place in Chinese, and are therefore unintelligible to the ordinary Chinese merchant. Our manufacturers should have establishments here, and should go into the interior, following the example of the Standard Oil Company, the British-American Tobacco Company, and the Singer Sewing Machine Company. These commercial organizations are doing an increasing business every year. Frankly, not much can be done toward building up a permanent trade here unless there are American houses backed by American producers or manufacturers of goods shipped to this market. The representation of American business by foreign firms is not particularly satisfactory and if enduring results are looked for such methods are inadvisable.

Certain commercial travellers have visited the Far East and have never come to Canton. They stop ordinarily at Hongkong, and their reason for doing so seems inexplicable. The fact is, Hongkong is a distinctly jobbing centre, while the consumer is in South China. The actual consumption in Hongkong is practically nil as compared with the market it serves all along the South China coast and particularly in the Province of Kwangtung and other provinces under the jurisdiction of this office. Last summer two very prominent representatives of the American Manufacturers' Association arrived in Hongkong to investigate trade conditions in South China. They did not visit Canton, where most of the imports into Hongkong finally find their way. It is not believed that the possibilities for the introduction of new lines can be learned by merely visiting Hongkong and confining investigations to that place. Experience indicates that the best way for persons who come out from the United States to look into trade possibilities in South China is, first, to visit Canton and go up the West River, as well as to Swatow and Amoy, if possible, to see how goods are marketed; then return to Hongkong and, if really necessary, look into the matter of securing representation—provided that is not to be had in the Canton, Swatow, and Amoy ports.

PRESIDENT'S GENEROSITY.

ONE THIRD OF HIS INCOME FOR CHARITABLE PURPOSES.

The President receives \$300,000 as his yearly salary, but for this year he has already spent one third of it for charitable purposes. He has contributed \$20,000 to the Kwangtung Famine Relief Fund, \$10,000 to the Kiangsi Fund, \$5,000 to the Kwangtung Fund, \$5,000 to the fund for the establishment of primary schools, and has spent \$30,000 for the purchase of the national bonds. In addition, he has made numerous small contributions from time to time.—Peking Daily News.

RECORD NATIONAL DEBT.

A White Paper issued last month puts the British National Debt at the end of March this year at £1,161,951,702.

This is the first time that the figure has turned the thousand millions. Previous figures were:—

	£
1840	829,036,745
1890	689,069,046
1900	538,918,951
1910	782,468,693
1914	706,154,110
1915	1,161,951,702

HONGKONG TRAMWAY CO.

Approximate statement of traffic receipts for the week ending 21st August:—

	Receipts	Aggregate
	for week	for 34 weeks
This year	\$19,397	\$370,296
Last year	10,130	399,043
Increase	9,267	—
Decrease	—	28,747

THE TRADE OF THE PHILIPPINES.

The Manila Cablenews says:—The monthly statements of the bureau of customs as to the exports and imports of this port for the month of July, 1915, as compared with the corresponding month last year, has just been issued.

The following statement regarding the change of the denomination of the amounts of the various money values quoted in the reports from United States to Philippine currency will be of interest:—

Attention is invited to the fact that, beginning with the present issue, values in monthly statements of the foreign commerce of the Philippine Islands, as well as those in all other statistical statements and reports issued by this bureau in the future, will be in Philippine currency, instead of United States currency as heretofore.

On the list of imports, cotton and manufactures thereof rank highest and they also show an increase over 1914 of over a million pesos, the former being P2,515,231 this year while last year they were only P1,887,082.

The second greatest article imported is rice, this year's importations from other lands to the Philippines being P1,345,857, while those of 1914 were but P556,839.

Iron and steel and the manufactures thereof were less this year than last, the total for the former P701,781, while for the latter they were P281,557.

The total imports for July, 1915, however, are somewhat greater than those of 1914. The former is P2,677,151, while the latter was but P2,111,692.

The largest item on the export list for July, 1915, is sugar, this article having been sent out to the amount of P1,279,961 kilos, valued at P5,981,784. The value of the sugar exports for the same month in 1914 was only P2,749,652. Hemp to the amount of P1,18,875 kilos, valued at P3,822,775. In the same month in 1914 only 114,131 kilos were exported, valued at P3,605,208.

Copra took a big drop in July, 1915, under the same month of the previous year. The figure for 1915 is only 4,898,576 kilos valued at P1,685,150, while in the same month of 1914 the amount exported was 9,503,681 kilos, valued at P1,973,728.

Tobacco exports were almost the same for both months, while cigars and cigarettes both dropped below the 1914 amounts this year. The total exports for July, 1915, were P13,093,323, as compared to P14,796,722 for July of 1914.

The islands did their principal export and import business for July, 1915, with the United States, the total figures for both with that country being P12,357,038. The second largest business was done with China with P2,091,173. Next comes the United Kingdom with P1,913,125. Japan is next with P1,475,990, followed by French East India with P1,403,798, and Hongkong with P1,303,158.

"COME ON, MACDUFF."

THE SCOTS BAYONET DUEL WITH GERMAN.

A story of a duel with a German was told by a private in the Royal Scots Fusiliers, says the *Morning Post*.

"Thank Heaven," he began, "I'm back from the hottest corner of Hell. Talk on adventure! Well, I reckon any lad that's been at the front since Christmas has had enough to last him for an ordinary lifetime. My last encounter is worth telling. It happened during a bayonet charge. The Scots were ordered to take the first and second lines of German trenches near Givendy. We heard the Germans having a bit of a sing-song, and we thought it was time to change the tune a wee bit. There was the usual curtain-raiser by our artillery, and when the command came we all went mad. We were out for blood and we got it. In an instant we were over the parapet, and then the steel began to rip.

"We sprang upon the Germans like a pack of wild beasts, but instead of being astonished the beggars shouted 'Come on, Macduff,' and 'Now then, saucy Scottie,' in jolly good English. We gave them Macduff, plenty of it, and they won't call us funny names any more. I got my eye on a big fat German, and we had a real duel. Somehow I could not get my bayonet through and the more I touched him the more he grinned at me. We sparred with the steel for half an hour and neither would give in.

"It's no good, Scottie," said he, "why don't you chuck it?" "I'm damned if I will," said I, and we kept on slashing until the bayonets dropped from our hands. Then we had a go with the fists, and we fairly walloped each other among the corpses on every side. He got me down, but at the finish I got the better of him. I grabbed my bayonet again, but I could not kill him. For he was a bit of a sport. 'Make me your prisoner, Scottie,' said he—and I did."

A WAR STORY.

A pathetic little story of the war is told in a letter from an army doctor well-known in Calcutta. A detachment of the Leicesters was ordered to rush the German trenches situated at a distance of three hundred yards from the British alignments. The detachment started across the open ground which separated it from the enemy's wire entanglements. It was, however, met by the withering fire of the machine-guns with which the German parapets are now studded at short intervals. In the charge all but one man fell, and he reached a "Black Maria" shell-hole almost immediately under the German parapet. There for five days and nights he concealed himself, his only means of sustenance being the muddy water caught in the bottom of his round tin. Each time he raised his head above the ground level the German snipers took aim at him. At last a night came when there was no moonlight, and he was able to make his way back unobserved by the Germans to the British trenches. When in a weak voice he told the story in hospital and came to the point where all the other members of his platoon or section had been killed or wounded, he said apologetically: "If weren't no good my going on any further by myself, were it."

THE SWATOW WATERWORKS.

The *Far Eastern Review* contains a description of the new waterworks at Swatow with several photographic views. It says:—

With the growth of trade, Swatow—situated as it is at the junction of the Kit-yang River and the southernmost arm of the Han River, with good water communication with the interior and connection with the important business centre of Chowchowfu by railway—gradually developed into one of the most important seaports of China. With its growth the need rapidly arose for a more modern and convenient water supply than that furnished by the old-style bucket system, and early in the nineties many of the more progressive people in the city began to discuss the advisability of having a modern supply installed. This movement took definite shape ultimately.

In 1892, 1899 and 1905 Messrs. Leigh & Orange, Civil Engineers of Hongkong, were consulted and reported on various schemes for a water supply, and in 1909 the scheme as now carried out was evolved and sanctioned. Thanks to the efforts of Mr. Ko Shing-Chi, a prominent merchant, and his friends who had faith in his scheme, Swatow now has water throughout the analysis of which compares very favourably with any other water supply.

It was decided to take the water from the Han River at Ambow. A suitable piece of ground was purchased on the river bank and staff quarters erected at once and the work proceeded with.

The water from the river passes into a steel intake lower placed well out into the stream and from it through a 12 inch diameter pipe to the intake well from which the low-lift pumps discharge it into four settling tanks. The water then gravitates into the service reservoir, connected to which is a service tank. The clean water is pumped from the service tank by the high lift pumps through the 63 miles of 12 inch pipe to a steel water tower at Swatow. From the water tower distributing mains are laid throughout the town to hydrants from which, in the original scheme, it was decided to supply the town by buckets as before. Since the completion of the works, however, individual homes have been connected to the mains and now practically the whole town is so supplied.

The level of the highest known flood was taken before designing the work and allowance was made to keep the cope of the reservoir 2 feet inches above this; nevertheless on September 8th, 1911, when the bulk of the walls of the settling tanks and filters were finished, and before the filling was completed, a flood occurred which rose 4 feet 6 inches above the highest known level, burst the service tank below the intake works, and completely submerged them. The work stood this severe test well, and no damage resulted beyond the loss of some false work and shattering and the washing out of part of the filling.

The settling tanks, filters, and reservoir were partly excavated below the original ground and carried up to 12 feet above it. The banks were built up with sand taken from the river and the clay puddle from the actual site on which the tanks were built.

Technical details of the installation are given in the article and a statement of cost which shows the total expenditure, exclusive of Engineers' fees to have been \$826,330.

The works were carried out from the designs and under the supervision of Messrs. Leigh & Orange, Civil Engineers and Architects, Hongkong. The contractors for the whole work were Messrs. Macdonald & Co., of Hongkong.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D., JOINED.

The undesignated, having joined the Corps, are allotted Corps numbers and posted as follows:—

No. 1896 Supper J. Ferguson to Engineer Company.

No. 1899 Private C. N. Cropley to Signaling Section.

PARADES. Gun Club Hill, Kowloon:—

Next for duty—H. K. V. R.

Detachment Camp, Kowloon:—

Next for duty—H. K. V. R.

G. E. STEWART, Captain.

Adjutant, H.K.V.R.

NOTICE.

Mr. Austin Men's Society.—The Mt. Austin Men's Society will hold a devotional meeting in the Recreation Hall, Mt. Austin Barracks, on Wednesday next at 7.15 p.m. There will be a special service and the meeting will be open to all.

HONGKONG VOLUNTEER RESERVE.

ORDERS BY MAJOR WARREN, O.C.H.K.V.R.

PRISONERS OF WAR CAMP GUARD AND GUN CLUB HILL PIQUET.

The H.K.V.R. will relieve the H.K.V.C. on Wednesday, the 25th inst.

DETAILS.

At Prisoners of War Camp:—

Aug. 26th—1 & 2 of A Co. 3 & 4 of A Co.

Wed. 26th—1 & 2 of B Co. 3 & 4 of B Co.

Fri. 27th—1 of C Co. 2 & 3 of C Co.

Sat. 28th—3 & 4 of A Co. 1 & 2 of A Co.

Sun. 29th—3 & 4 of B Co. 1 & 2 of B Co.

Mon. 30th—2 & 3 of C Co. 1 of C Co.

G. K. H. BRUTON, Capt., Adjutant, H.K.V.C.

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR

CUTLER, PALMER & CO.'S

WINES AND SPIRITS.

A FEW SPECIALITIES:

NAPIER JOHNSTONE'S WHISKY

SQUARE BOTTLE

UNVARIED FOR 150 YEARS.

VERY SUPERIOR OLD COGNAC ****

BOTTLED IN FRANCE. HIGHLY RECOMMENDED INVALID PORT.

A VERY CHOICE WINE, MOST SUITABLE FOR INVALIDS

OLD TAWNY PORT.

SOFT AND SILKY (15 YEARS IN WOOD)

AMOROSO SHERRY.

A SPECIALLY SELECTED CHOICE OLD WINE

VINO DE PASTO

DRY, PALE, EXCELLENT DINNER WINE.

LANE, CRAWFORD & CO.,

WINE, SPIRIT & CIGAR MERCHANTS.

SAKURA BEER.



SOLE AGENTS:

SUZUKI & CO.

ALEXANDRA BUILDING,

TEL. NO. 468.

Hongkong, 12th August, 1915.

[855]

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS. BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling stock, Bridges, and all Classes

of Engineering Iron and Wood Work.

GRAVING DOCK—787' by 86' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

JOHN I. THORNYCROFT & CO. LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 180 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAUGHT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS

Telegraphic Address—"TAIKOO DOCK."

TELEPHONE NO. 212.

[130]

NEW ADVERTISEMENTS

WANTED.

DOCTOR for trip to Swatow and Singapore.
For further particulars please apply to—
Messrs. BUTTERFIELD & SWIRE.
Hongkong, 25th August, 1915. [893]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"MADAWASKA,"
Having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., from whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Aug., will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 7th Sept., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st Aug., at 9 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 24th August, 1915. [891]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"DUNERA,"
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board on the 26th inst. will be landed at Consignees' risk and expense.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Underwriter.
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 24th August, 1915. [29]

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.
Cargo remaining on board 25th Aug., at 5 P.M., will be subject to landing charges, and if undelivered 1st Sept., at 10 A.M., will be subject to both landing and storage charges.
No Fire Insurance whatever will be effected.
All chafed and otherwise damaged Cargo will be examined at the above Company's Godown 25th Aug., at 10 A.M.
No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 7th Sept., otherwise they will not be recognized.
R. C. MORTON, Agent.
Hongkong, 24th August, 1915. [18]

S.S. "CORDILLERE."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 3rd August, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 3rd September, or they will not be recognized.
All damaged packages will be examined on Monday, 31st August, at 10 A.M.
No Fire Insurance has been effected.
F. THOMAS, Agent.
Hongkong, 24th August, 1915. [12]

FOR SALE.

PACIFIC MAIL S.S. Co.'s GODOWNS, Nos. 1 and 2, connected by covered alleyway—located on Section B Marine Lot No. 243, Kennedy Town, Crown Rent \$160.00 per annum, together with permanent STEEL TIE-ROPS opposite Godowns, and upon which the Crown Rent is \$300.00 per annum.
STEAM LAUNCH "AMERICA" in first class condition, having been stripped and thoroughly overhauled in 1914.
2 BUOYS WITH THEIR MOORINGS, both in first class condition, having been recently thoroughly overhauled and resaid with new mooring chains.
For further information apply to—
R. C. MORTON, Agent.
Hongkong, 24th August, 1915. [888]

PUBLIC COMPANY

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 28th August, 1915, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1915, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from 21st to 28th August, 1915, both days inclusive.
By Order of the Board,
J. H. TAGGART, Acting Secretary.
Hongkong, 16th August, 1915. [869]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.
SIXTEEN MILLION DOLLARS (\$16,000,000)
AND
SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that the Interest Instalment for the month of August amounting to \$15,000 (One Hundred and Twenty Thousand Dollars) has been duly received by the Underwriter and brought to Loan Service Account.

F. A. AGLEN, Inspector General of Customs, and Vice-Chairman of the Bureau of National Loans.
Inspector General of Customs, Peking, 16th August, 1915. [889]

WANTED.

JAPANESE, 31 years of age, Married, seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipping. Full investigation courted. Salary to be settled after trial.
Write—
O. SAKAI, No. 11, D'Almeida Street.
Hongkong, 18th August, 1915. [871]

G. R.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the Government are prepared to let as Offices to suitable tenants, ROOMS Nos. 5, 6 and 7, on the Top Floor of the POST OFFICE BUILDING (New Government Offices) in Pedder Street on a YEARLY tenancy. Further particulars and conditions of letting may be obtained on application at the Office of the Director of Public Works.
W. CHATHAM, Director of Public Works.
Hongkong, 23rd August, 1915. [887]

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the mode of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour immediately possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

A HOUSE in Knaiford Terrace, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [48]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply to—
A. B. ATYASIA, Care of E. PARANET, No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [844]

TO LET.

NO. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 3, DES VUEX VILLAS, 52, THE PRINCE, "BAYLENDEN," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY," ROOMS in Duddell Street.
"ROSENTHAL," 2, Hankow Rd., Kowloon.
No. 6, BELLIOS TERRACE.
No. 25, BELLIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Bauwara Street, Wanchai.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, THE PRINCE, Unfurnished (6 Rooms).
"BOGATE," Austin Road, Kowloon.
No. 2, DES VUEX VILLAS, 51, PRINCE (Unfurnished).
No. 56, THE PRINCE (CAMERON VILLAS).
Apply to—
LINTSEAD & DAVIS, 3rd Floor, Alexandra Building.
Hongkong, 23rd August, 1915. [43]

HOUSES TO LET.

TO LET.

THE Premises No. 88, SHAMSHIN, B.C., Canton, comprising DWELLING HOUSE, GODOWNS and OUTHOUSES lately occupied by Messrs. F. BLACKHEAD & Co. Apply to—
DAVID SASSOON & Co., Ltd., Hongkong, 24th August, 1915. [891]

TO LET.

ONE ROOM, Seymour Road, suitable for a Lady or Bachelor. No board.
Apply to—
Care of "Daily Press" Office.
Hongkong, 23rd August, 1915. [885]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.
Apply to—
PERCY SMITH, SETH & FLEMING, Hongkong, 20th August, 1915. [875]

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order. Tennis Court and Garden.
Apply to—
PERCY SMITH, SETH & FLEMING, Hongkong, 20th August, 1915. [876]

TO LET—FURNISHED.

FOREBANK EAST, No. 163, THE PEAK, Tennis Court. From September.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th August, 1915. [870]

TO LET.

FROM 1st September, that part of the Building known as "STONEHENGE," No. 5, Robinson Road, now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.
Apply to—
DAVID SASSOON & Co., Ltd., Hongkong, 10th August, 1915. [847]

TO LET.

BRITISH CONCESSION, SHAMSHIN.
ONE THREE-ROOMED FLAT, also Good Office and Godown accommodation.
Apply to—
T. E. GRIFFITH, LTD., Canton, 29th July, 1915. [798]

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED Residences in Broadwood and Wong-Nel-Chong Roads, the latter commanding a Fine View of the Race Course.
For terms and particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 16th July, 1915. [787]

TO LET.

HOUSES in LYEMOON VILLAS and TORRES BUILDINGS, ready for occupation from the 1st August next.
Apply to—
SPANISH DOMINICAN PROCURATION, Hongkong, 16th July, 1915. [501]

NOTICE.

TO LET—A HOUSE at Observatory Villas, Kowloon.
Apply to—
ARRATON V. APCAR & Co., Hongkong, 8th July, 1915. [729]

TO LET.

WHOLE or PART SHOP in Chater Road.
Apply to—
CLARK & Co., Opticians, Hongkong, 29th June, 1915. [705]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [616]

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession in October next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light, First Class Modern Appliances throughout, including Water Carriage System.
"PENYRHEW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.
"MINDEN VILLAS," Kowloon, 5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, 17th July, 1915. [832]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
31, THE PRINCE "THE RETREAT," 31, WONG-NEI-CHONG ROAD, GODOWNS, New Prince, Kennedy Town, GODOWNS, at Wanchai Road.
Apply, etc.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st April, 1915. [38]

INTIMATION

BY APPOINTMENT.

WATSON'S PYERIS.

(Registered.)

An exact reproduction of a well-known Spa at half the price.
Blends perfectly with Spirits, especially Whisky.

"A little learning is a dangerous thing.
Drink deep or touch not the Pyerian Spring.
There shallow drafts intoxicate the brain
And drinking deeply sobers us again." Page.

PINTS 85 CTS. PER DOZ.
SPLITS 50 CTS. " "



A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

[13]

DEATH.
DA ROZA.—On the 24th August, at 54, Elgin Street, Hongkong, LYDIA MARIA, the beloved daughter of Mr. and Mrs. PRALDO OSCAR DA ROZA, age 10 months. Shanghai papers please copy.
[686]

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 25TH, 1915.

SHIPPING ON THE PACIFIC.

The disappearance of the Pacific Mail Company's fine fleet of steamers from the Pacific Ocean is nowhere more deeply deplored than in Manila. A long agitation to get the ships of this line to call regularly at the port with a view to developing business between the Philippine Islands and the United States and particularly with a view to attracting the large number of American tourists who visit the Orient, was crowned with success only a couple of years ago, and now that the benefits of the regular connection are beginning to be felt, it is naturally regarded as a great pity that the ships should be withdrawn entirely from the Pacific. By the passing of the new Seamen's Law the United States Government has made a splendid gift to the shipping interests of Japan. Great efforts have been made in the United States in recent years to stimulate public interest in the importance to the country of developing a mercantile marine worthy of the United States, but when it comes to voting on shipping measures the coast representatives, who most appreciate the need, are entirely overwhelmed by the representatives of the interior whose interests lie in other directions. Thus in spite of most strenuous opposition, especially by the Pacific Coast shipping interests who are most affected by Japanese competition, a law was passed which delivered a mortal blow at the Pacific Mail Steamship Co. especially, and as a result the entire fleet has been sold to a company operating on the Atlantic. What further shipping developments this may lead to on this side of the Pacific it is impossible at present to forecast, but the reports that an

influential Chinese syndicate was in the competition for the purchase of the Fleet is perhaps not without some significance. Moreover, we notice that the vice-Governor of the Philippine Islands views the withdrawal of the Pacific Mail Fleet and the bad effect this is likely to have on the commercial development of the Philippine Islands as being likely to "prove most conclusively" the soundness of a suggestion made by him some time ago that the Philippine Islands should have its own merchant marine, "so as not to have to depend upon the caprices of private companies." The life of a country depends upon its ability to sell its products to the world, and Mr. MARTIN is reported as saying: "We are trying to build up big industries, we are in the way now to largely increase the output of improved sugar, we are making a sweeping improvement in the preparation of magney fibre that promises to more than quadruple the present output and, to produce a fibre that will not have to seek a market, but one that the market will look for, and while we are doing all this we come face to face with the fact that the line of steamships we most depended upon to carry our goods to the markets of the United States, goes out of business and leaves us without bottoms." Incidentally it might be remarked that if there is paying cargo in the Philippines there will be no lack of shipowners eager to carry it to any destination. But Mr. MARTIN is evidently much taken up with the idea of the Philippine Islands having its own steamship lines. He is thoroughly opposed to a policy of subsidising steamers, believing that the money would be turned to better account if it were invested in ships which would be under its immediate control, and he does not regard a Philippine marine as "an idle dream of an idle fellow." He favours a bond issue as a means of obtaining the necessary capital. We imagine, however, that it will be many years yet before we see a fleet of vessels owned by the Government of the Philippines plying across the Pacific; but with the wonderful history of Japan's shipping development in mind, especially in the last twenty years, some attempt in the near future on the part of the Chinese and possibly the Filipinos as well, to emulate the progressive islanders of the North in this respect cannot be regarded as an extravagant expectation. Meantime the passenger trade over the Pacific has become a virtual monopoly of the Japanese, but we cannot doubt that when the great war comes to an end there will be much more British competition on the Pacific than is at present the case.

Some amusement was caused at the Magistracy yesterday, during the hearing of an armed robbery case, by the extraordinary demeanour of the complainant, a Chinese shop-keeper. Immediately on stepping into the witness-box a witness is always sworn by the interpreter, after which he repeats the oath. This witness waited for nothing of this, however. He stepped briskly into the box, and, placing his hand over his heart, enunciated the words of the oath with great gravity and deliberation. Both the Magistrate and the interpreter took a little time to recover from their surprise, and then a question was put to the witness, who replied that he knew the oath well. Court rules and regulations, bound in red tape, would not allow of this, however, and the man was directed to repeat the oath again sentence by sentence after the interpreter. This having been done, his evidence was taken.

Before Mr. Lindsell at the Magistracy yesterday, three Chinese were charged with committing an armed robbery at Hang Hau village. According to the story of the complainant, eight men entered his shop, some of them being armed with revolvers and knives. The second defendant held a revolver to complainant's head, and threatened to kill him, while another man, not in custody, looked after the wife. The place was then ransacked. The robbers apparently were dissatisfied with the amount of money secured, and each of the three defendants in turn threatened to kill him if he did not disclose the whereabouts of his money. Complainant's wife told the robbers that they should only take money (in accordance with times-honoured custom presumably), and that they should not take life. On leaving the robbers greatly pained the complainant by taking away his new pairs of shoes, of which, it would seem, he was very proud. The case was remanded.

LAUNCH AT TAIKOO DOCKYARD.

Another addition to the already large fleet of vessels owned by the China Navigation Co., Ltd., was successfully launched at Taikoo Dockyard yesterday morning, when the str. *Shantung* gracefully entered the water, the naming ceremony being performed by Miss Hastings. The *Shantung*, which is a sister-ship of the str. *Sinking* at present on the Shanghai, Hongkong and Canton run, and is intended for the same trade, measures 320 feet long over all, 41 feet beam, 24ft. 9in. moulded depth, and 2,700 gross tons, and is built of Siemens-Martin steel to scantlings approved by the British Corporation. The vessel is designed to carry a large deadweight cargo on limited draught. A cellular double bottom for water ballast extends all fore and aft, and the forward and after peaks are also arranged for water ballast.

Accommodation is provided on the bridge deck for European passengers and on the main-deck amidships for a large number of Chinese storage passengers, while a house is fitted aft to accommodate first-class Chinese passengers. Officers and engineers are berthed in a house on the bridge deck. The captain's cabin and wheel-house are arranged on the bridge deck. Lifeboats are fitted under davits amidships and on the after deck, providing ample accommodation for passengers and crew.

The machinery consists of one set of triple expansion, surface-condensing engines of the builders' own make, having cylinders 22 inches, 35 inches and 56 inches diameter with a stroke of 30 inches, steam being supplied from one large multitubular boiler, also constructed by the shipbuilders. The working pressure is 200 lbs. It is anticipated that the vessel will attain a speed of 12 knots on trial. The *Shantung* is expected to take up her run in October.

SUMMER TENNIS.

HONGKONG MEN'S DOUBLES.

Play has commenced in connection with Men's Doubles of the Hongkong Cricket Club, and the results up-to-date are as follows:—
H. Hancock and P. Leigh Bennett (owe 15/1) beat F. Sutton and F. A. Biden (owe 1/6), 6/3, 9/7.
E. Abraham and W. H. Viveash (owe 3/6), beat C. Thorne and P. P. J. Woodhouse (owe 2/6), 6/1, 3/6, 6/2.
R. F. Hall and A. Whitmarsh (owe 15/3), beat C. J. Hewitt and M. M. Macas (owe 15/3), 2/6, 6/4, 6/1.
L. N. Murphy and F. W. Cary (owe 15/3) beat Dr. Forsyth and Colonel Crisp (owe 15/3), 2/6, 6/1, 6/4.
To-day the following games will be played off: J. R. Wood and E. J. Mitchell (owe 2/6), v. R. St. Amory and G. Miskin (owe 4/6), W. N. Ford and N. E. Keat (owe 15/4), v. E. Ormiston and H. A. Nesbit (owe 15/2), J. R. de Rome and E. B. Reed (owe 2/6), v. T. W. Hill and A. H. Cress (rec. 3/6).

THE WAR.

RUSSIA'S NAVAL SUCCESS.

BRITISH BOMBARD ZEEBRUGGE.

GERMANY AND ITALY.

BRITISH SUBMARINE ACTIVITY.

"NIBBLING" ON WESTERN FRONT.

BLUE FUNNEL BOAT SUNK.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVAL ATTACK ON ZEEBRUGGE.

A TERRIFIC BOMBARDMENT.

AMSTERDAM, August 24th.
A German communiqué says: Early to-day an enemy fleet of some 40 vessels appeared off Zeebrugge, but disappeared to the north-west after they had been attacked by our coast artillery.
Telegrams from Flushing describe the British warships as directing their fire on the Selve engineering and submarine construction works. The bombardment from the sea was terrific, and lasted from six o'clock to 6.30. The replies of the German artillery gradually became weak, till all the batteries had been finally silenced. There were heavy clouds of smoke over the port. Two large British war vessels were still off Zeebrugge at nine o'clock.

THE BALTIC NAVAL BATTLE.

DETAILS OF THE GREAT FIGHT.

PETROGRAD, August 24th.
The Naval General Staff states that on the 16th instant the German fleet renewed, with heavy forces, its attacks on the entrance to the Gulf of Riga. The Russian fleet, after two days fighting, repulsed the attacks of the enemy, whose attempts to penetrate were singularly favoured by fog. Thus, considerable forces got into the Gulf of Riga, while the Russian warships fell back, though continuing to resist, without losing touch with the Germans. Then, on the 19th and 20th the enemy carried out reconnaissances in various directions, though at the same time the naval battle continued.
The enemy had suffered considerable losses through torpedo craft. The Russians lost the gunboat *Siroutch* which perished gloriously in an unequal action with a German cruiser which was escorting destroyers. The cruiser closed with the *Siroutch* at a distance of 400 yards and the gunboat, though wrapped in flames fore and aft, continued to answer shot for shot until she sank, having previously destroyed a German destroyer.
The enemy on the 21st, owing to the losses sustained and the barrenness of the results, apparently evacuated the Gulf. From the 16th to the 21st two German cruisers and not less than eight German destroyers were either put out of action or sunk. At the same time our gallant British Allies torpedoed, in the Baltic, one of the most powerful Dreadnoughts of the German Fleet.

AN ECHO FROM PORT ARTHUR.

The plucky little *Siroutch* (900 tons, twelve knots speed, 148 crew, and commanded by Commander Tchekasoff) was distinguished at Port Arthur. The number of survivors is unknown, though the Germans say they captured two officers and 40 men from the ship.

RANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

STILL "NIBBLING."

PARIS, August 24th.
A communiqué says that artillery activity continues in Artois.
The Germans shelled Arras, Mont Didier and Rheims. The French successfully replied, damaging the enemy trenches and batteries at several points.
The explosion of a French mine outside Villers-sur-Tourbe completely destroyed an advanced enemy trench.
LATER.
The French have again been successfully attacking in the Vosges, carrying trenches on the crests of Ling and Barrenkopf.
The French artillery preparation was particularly effective.
Elsewhere there have been lively cannonades and the usual grenade fighting in Argonne.
French aeroplanes bombarded the railway stations of Lens, Henin, Liéard and Loos, and the railway between Lille and Douai.

SIGNIFICANT GERMAN ORDER.

PARIS, August 24th.
The General commanding the 4th Bavarian Division has issued the significant order that no arms or ammunition must be left on the battlefields. Dead Germans must be stripped with the exception of their trousers and vest. The rest of the clothing and helmets are to be sent to Germany for the recruits.

GENERAL.

[THROUGH REUTER'S AGENCY.]

TRANSIT OF MUNITIONS TO TURKEY.

WILL GERMANY SEND AN ULTIMATUM TO RUMANIA?

SOFIA, August 23rd.
It is feared in Bucharest that Germany is about to send an ultimatum to Rumania on the question of the transit of munitions to Turkey.
It is reported that Rumanian troops are concentrating at Predol, where many railway trucks laden with war material have been stopped. Troops are also concentrating at Jassy, and the petroleum regions have been occupied by the military.

ITALY'S BREAK WITH TURKEY.

OF UTMOST IMPORTANCE IN BALKAN SITUATION.

PARIS, August 23rd.
The opinion is held in France that Italy's declaration of war against Turkey is of the utmost importance in the Balkan situation, and is warmly welcomed by friendly Balkan States, while any who had even thought of adopting a hostile attitude will now see the grave danger of such a policy. It is believed that Italy's decision also contributed to the success of M. Venizelos.

TURKEY SHORT OF COAL.

SOFIA, August 23rd.
Turkey is suffering intensely from shortage of coal. The towns are adopting petroleum for lighting purposes instead of gas.

COTTON AS CONTRABAND.

AMERICAN OPINION.

NEW YORK, August 24th.
The comparative smallness of the present cotton crop, and the probability of a new record war consumption with Great Britain and her Allies supporting the market, leads the American cotton grower to accept with calmness the British contraband declaration.
Editorials in the leading newspapers of New Orleans, Mobile, and Savannah show no resentment. One New Orleans paper frankly points out that the difficulty of shipping cotton to Germany through neutral ports, together with the difficulty of financing such shipments, has demoralized trade.

WAR AND FINANCE.

LONDON, August 24th.
The Governor of the Bank of England and the Governor of the Bank of France were also present at the Boulogne meeting.

[THROUGH REUTER'S AGENCY.]

BRAVERY IN THE FIELD.

FURTHER AWARDS OF V.C.'S

LONDON, August 24th.
The following have been awarded the Victoria Cross.

CORPORAL WILLIAM COSGROVE, 1st Munster Regiment. For most conspicuous bravery in leading his section with great dash during our attack from the beach to the eastward of Cape Hill on April 24th. Cosgrove pulled down the posts of the enemy's high wire entanglements single handed, notwithstanding a terrific fire from the front and flanks, thereby greatly contributing to the successful clearing of the heights.

ACTING CORPORAL ISSY SMITH, 1st Manchester Regiment. For most conspicuous bravery on April 24th, near Ypres, when he left his company on his own initiative and went well forward towards the enemy's position to assist a severely wounded man whom he carried for 250 yards into safety, though exposed to heavy machine-gun and rifle fire. Subsequently, Smith displayed great gallantry when the casualties were very heavy in voluntarily assisting to bring in many more wounded throughout the day, attending them with the greatest devotion to duty regardless of personal risk.

CAPTAIN J. F. BUTLER, King's Rifles, attached to the Gold Coast Regiment. For most conspicuous bravery at the Cameroons on November 17th, 1914, when, with a party of thirteen men, he went into a thick bush and immediately attacked the enemy who was about a hundred strong, including several Europeans. They defeated them, captured their machine-gun and several loads of ammunition. Also, on December 27th, when on patrol duty with a few men, Capt. Butler swam the Ekam river, which was held by the enemy, and alone and in the face of a brisk fire completed his reconnaissance on the further bank and returned to safety. Two of his men were wounded while he was actually in the water.

CAPTAIN C. C. FOSS, 2nd Bedford Regiment. For most conspicuous bravery at Neuve Chapelle on March 3rd, when, after the enemy had captured a part of one of our trenches, and a counter-attack made by one officer and twenty men having failed, Captain Foss, on his own initiative, dashed forward with eight men under heavy fire, attacked the enemy with bombs and captured the position, including the fifty two Germans occupying it. The capture of this position was of the greatest importance, and the utmost bravery was displayed in effecting the task with so very few men.

CAPTAIN J. A. LIDDELL, 3rd Argylls. For most conspicuous bravery and devotion to duty on July 31st, when engaged in a flying reconnaissance over Ostend, Bruges and Ghent. He was severely wounded, his right thigh being broken, causing momentary unconsciousness, but by a great effort he recovered partial control after his machine had dropped nearly 3,000 feet. Notwithstanding his state of collapse, Captain Liddell succeeded, although he was continually brought out in completing his course and fired the aeroplane into our lines half an hour after he had been wounded. The difficulties of saving his machine and the life of his observer cannot be readily expressed, for as the control wheel and throttle control were smashed, and also one of the under-carriage struts, it would seem incredible that he could have accomplished his task.

LIEUT. F. W. CAMPBELL, 1st Canadian Battalion. For most conspicuous bravery on June 15th. During an action at Givenchy he took two machine-guns over a parapet, arrived at the German first line with one gun, and maintained his position there under very heavy rifle, machine-gun and bomb fire, notwithstanding that the whole of his detachment was either killed or wounded. When our supply of bombs was exhausted he advanced further to an exposed position and fired about a thousand rounds, and succeeded in holding back the enemy's counter-attack. This very gallant officer was subsequently wounded and has since died.

[THROUGH REUTER'S AGENCY.]

GERMANY AND ITALO-TURKISH RUPTURE.

AMSTERDAM, August 23rd.

The Germans are now saying that the rupture between Italy and Turkey will produce a change in the relations between Germany and Italy, especially as any Italian attack in the Dardanelles will be an attack upon German soldiers.

GERMAN SCHEMES IN AMERICA.

NEW YORK, August 24th.

The *New York World* makes further revelations of German activity in the United States. One plan to obtain supplies was to flood Denmark with wheat and other food so that the Danes would be glad to get rid of the surplus.

AMERICA AND THE "ARABIC."

NEW YORK, August 24th.

The Press continue to denounce the sinking of the *Janie*. It is contended that a fresh appeal or a ransom with Germany is merely parleying with a murderer.

FRENCH AVIATOR'S ESCAPE.

LONDON, August 24th.

The French aviator Gilbert, who was interned in Switzerland where he was obliged to land on returning from a raid in Germany, has escaped and has arrived in France.

STRANDED GERMAN HYDROPLANE.

LONDON, August 24th.

A German hydroplane is stranded on the Danish island of Mande and will be confiscated unless it leaves within twenty-four hours.

CIGARETTE AND TOBACCO FUND.

FOR THE ALLIED FORCES AT THE FRONT.

Mr. Geo. J. Sayer, Hon. Secretary and Treasurer of the Fund, writes:—

After sending report on Saturday the following letter was received which speaks for itself. It will be seen that the writer was a member of the Hongkong Police. After reading the letter surely the smokers who enjoy the weed will keep the good cause going:—

FRANCE, 20th July, 1915.
From Gunner C. M. Wilson,
21st Siege Battery R.G.A.,
Br. Expeditionary Force.

Geo. J. B. Sayer, Esq.,
Hongkong.

DEAR SIR.—May I approach you with reference to the gifts of tobacco which the Colony is so generous in regularly sending to the British lads serving their Empire fighting.
My battery, the 21st Siege R.G.A., which has been out here quite a long time, is comprised of a very good percentage of boys who had already either served in Hongkong prior to the war or are, like myself, serving for the occasion, who have resided in the Colony of other "inter ports." Four out of our eight Sergeants have Hongkong service to their credit.

Personally I can manage to get what is necessary in the line of a smoke but on behalf of the "troop" (battery) may I ask you to be so good as to add us to your list.
One particular branch of the service has no County to see to our welfare and our supply through the Regimental Authorities is very limited—on an average a packet of ten cigarettes per man per week.
Trusting to some day again return to Hongkong to take up my duties, it is when this war is seen through—I must close.
Thanking you in anticipation, Yours faithfully,

(Sd.) C. M. WILSON,
L.S. 88 H.K. Police.

BOAT CHANNEL THROUGH JUNGLE.

SMART WORK AT PANAMA.

A 400-cubic yard barge, heavily loaded with rock from the Culbraz Cut, was used for breaking a channel through inundated brush and dead trees between the Panama Canal and a landing for motor-boats on the edge of Gatun Lake at Darien, on Friday, May 21st. The barge was pushed through the greater part of the distance of several hundred feet by the tug *Reliance*, after which the place of the tug, was taken by the tender *De Lesseps*, which has a draught of only 6 ft., for clearing away the shallow parts.
The barge succeeded in breaking up a floating island which blocked the way and clearing a channel to a minimum depth of about 9 ft. in less than an hour, after which the barge was dumped in one of the deeper parts. A floating pile driver was sent through the channel on Tuesday, June 1st, to drive piles for the erection of a box-house at the landing.

ST. JOHN AMBULANCE.

HOME NURSING EXAMINATION.

Mr. E. Ralphs, Hon. Secretary of the Association, forwards the results of an Examination in Home Nursing held last week at the Royal Naval Hospital.
Dr. W. V. M. Koch, M.D., was Hon. Lecturer to the Class, and Surgeon-General Hoskyn, R.N., acted as Hon. Examiner on behalf of the Association. The following ladies were successful:—

Mrs. Arthur.
Mrs. Butterfield.
Mrs. Carmichael.
Mrs. Arthur Chapman.
Mrs. E. J. Chapman.
Miss Grace Ellis.
Miss Leontine Ellis.
Mrs. Evan Jones.
Mrs. Garibaldi.
Mrs. Goodban.
Mrs. James.
Mrs. Lack.
Miss P. Lammert.
Miss Nind.
Mrs. Penreath.
Mrs. Ralphs.
Mrs. Murray Scott.
Mrs. Shennell.
Mrs. Grant Smith.
Miss Esme Woodcock.
Miss G. Woodcock.

WAR NEWS.

"LET-US MANUFACTURE."

FRENCH SENATOR'S APPEAL TO THE NATION.
The present position and the duties of France are thus summarised by a Senator:—

"Let us tell the truth.
Time is working for us.
Let us hold on.
Let us manufacture.
Let us economise in men.
We must husband our forces for the time when our enemies will have no strength left.
Let us dispense with eloquence.
Let us announce and begin preparing for another winter's campaign."

JEWISH DIPLOMACY.

One of the best stories relating to the war is told by the Vicar of St. Giles, Kentish Town, who received the particulars from the Front. Two Jews in the Russian Army were captured and sent to Germany. One wrote home as follows:—

Dear Mother,—Here I am at last in a beautiful German prison. I have a fine room, with clean linen, good food, and cigars. I am very happy. Your loving son, Ikey.
P.S.—JACKY was shot this morning for complaining.
As a clever and diplomatic way of sending the information he wanted to convey, Ikey's letter would be hard to beat.

EXAGGERATING NUMBERS OF PRISONERS.

The Germans reported that General von Linsingen had taken in four days fighting on the Drisester at Zurawno 55,500 Russians as prisoners. The Germans have themselves now corrected this statement by the omission of the first figure, the real total being 3,500.
The Austrians are even more ingenious in their methods of arithmetic. They are not content with adding figures at either end of "any number you like to think of," but have adopted a method of adding in as Russian prisoners of war all the inhabitants of the districts occupied in their advance whom it may suit them to consider as possibly hostile. They likewise contrive to capture a considerable number of Russian officers by the simple method of allowing any smart private who kills a prisoner to take him as an officer if he has the courage to claim the rank in order to secure better treatment.

THE ETERNAL IMPULSE.

Whatever the Germans say about recruiting not being what it ought to be, and that many young men who should go to the Army are hanging back, nobody in the Army can fail to admire the spirit of the nation. When the history of the full facts will be disclosed respecting this mighty feeling of patriotism and loyalty which sent between two and three millions of men to fight for King and Country of their own free will. The impulse is very well expressed in the following stirring lines written by a private in the R.A.M.C.:—

Ah, wherefore must I go?
To satisfy some primal instinct; to Indulge that formless monster that doth live
Within my being and doth ever strive To bring me low?
That is the enemy's creed,
And never shall be mine.

It is for glory, then?
To deck my brow with wreath of laurel; that In gilded letters far might be my fame
Blazoned abroad and honoured my name By lips of men?
To others be that left,
I care not to be great.

Is it for vengeance sake?
Redress to seek for ruthless ravaging; In the great name of Right the sword to wield
And on the fated foe-man in the field Revenge to take?
"Vengeance is Mine," with One; The role is safe with Him.

Nay, 'tis for love alone.
For love of thee, my saddened country; Lest I should prove unworthy of my birth
Within thy borders, jewel of this earth, And if ne'er return,
Still shall I love in death.

SHIPPING

ARRIVALS.

COROLLIERE, French str., 3,024, Mages, 24th August—Saigon 20th August, General—Messageries Maritimes.
DUNERA, British str., 3,403, A. Munro, 24th August—Calcutta 14th August, General—David Sassoon & Co.
HANOI, French str., 730, Le Chevalier, 24th August—Haiphong 21st August, General—A. R. Morry.
KEIO MARU, Japanese str., 314, D. Imagumi, 23rd August—Haiphong 21st August, Rice and General—Order.
LONGSANG, British str., 1,093, W. G. G. Leask, 24th August—Mandala 21st August, General—Jardine, Matheson & Co.
NISHIO MARU, Japanese str., 842, Y. Nakasu, 24th August—Bangkok 12th August, Rice—Chinese.
TAIYO MARU, Japanese str., 3,481, H. Katsuo, 23rd August—Java 2nd July, Sugar and Molasses—Java-China Japan Lijn.

DEPARTURES.

CHONGSHING, British str., for Canton, CHINCHUA, British str., for Manila, CHIVO MARU, Japanese str., for San Francisco.
EIGER, Norwegian str., for Canton; HAICHING, British str., for Swatow; HYRON, British str., for Singapore; LAERTES, British str., for Singapore; LINAN, British str., for Bangkok; LOKSANG, British str., for Canton; THILATAR, Dutch str., for Swatow.
August 24th.
COROLLIERE, British str., for Shanghai, JAPAN, British str., for Kobe, LIANGCHOW, British str., for Shanghai.

PASSENGERS.

Per Dunera, from Calcutta, Mr. O. Reed and Miss Cockson.
Per Kio Maru, from Haiphong, Mr. Galtier, Mr. Alaw, Mr. Mrs. and Miss Wilson.
Per Corolliere, for Hongkong, from Saigon, Mr. G. Ureide Washington, Mr. Galtier and child.

LATEST STEAMER MOVEMENTS.

The str. *Monteagle* is due at Yokohama this morning, and will leave Yokohama this evening.
The str. *Nardina* left Singapore for this port on the 23rd inst., p.m. with the outward English mails, and is due here on the 28th inst. at about 9 a.m.
The str. *Bluenort* is expected to arrive here from New York to-day.
The str. *Gleniffer* is expected to arrive here from London on or about 28th inst.

VESSELS ON THE BEET

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA"
Captain H. R. Hetherington, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about the 27th August 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s steamer "MORRA", from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the str. "KAISAR-I-HIND", due in London on the 9th Oct., 1915.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 16th August, 1915.

REGULAR STEAMSHIP SERVICE

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK, via PANAMA CANAL

S.S. "SHIMOSA"

on or about 31st August

For Freight and further information, apply to—

DODWELL & Co., Ltd., Agents.

Hongkong, 7th August, 1915.

C. P. R.

THE Canadian Pacific Railway Co. will despatch the Steamship

"MONTEAGLE"

from HONGKONG on the following dates:

WEDNESDAY, 8th Sept.

SATURDAY, 6th Sept.

For VANCOUVER via the usual Ports of Call

For Freight or Passage, apply—

D. W. CRADDOCK,

General Traffic Agent,

Hongkong, 10th August, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	AGENT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via Usual Ports of Call	NOVARA	Brit. str.	—	H. R. Hetherington, R.N.R.	P. & O. S. N. Co.	On 27th inst., at 5 p.m.
LONDON, via Usual Ports of Call	RADNORSHIRE	Brit. str.	—	J. T. Jeffery	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
MARSHALLS, LONDON, via SINGAPORE, &c.	BARBENTON	Brit. str.	—	T. Sekine	THE BANK LINE, LIMITED	About 10th Sept.
VICTORIA & CO. COMA via KUEIUNG & SHAI &c.	BUWA MARU	Jan. str.	—	K. Hori	NIPPON YUSEN KAISHA	On 22nd Sept.
VANCOUVER via SHANGHAI &c.	AMAZONS	Freder. str.	—	Noma	OSAKA SHOSHN KAISHA	On 4th Sept., at 5 p.m.
SAN FRANCISCO via MANILA &c.	CHICAGO MARU	Jan. str.	—	A. J. Hall	NIPPON YUSEN KAISHA	On 3rd Sept., at 3 p.m.
SAN FRANCISCO via SHANGHAI &c.	AKI MARU	Jan. str.	—	A. Dixon	CANADIAN PACIFIC R. Co.	On 7th Sept., at 4 p.m.
SAN FRANCISCO via SHANGHAI &c.	MONTEAGLE	Jan. str.	—	E. Bent	PACIFIC MAIL S.S. Co.	On 8th Sept.
SAN FRANCISCO via SHANGHAI &c.	CHINA	Brit. str.	—	A. G. Stevens	PACIFIC MAIL S.S. Co.	On 31st inst., at Noon.
SAN FRANCISCO via SHANGHAI &c.	MANCHURIA	Jan. str.	—	—	—	On 14th Sept., at 1 p.m.
SAN FRANCISCO via SHANGHAI &c.	TENYO MARU	Jan. str.	—	—	—	On 28th Sept., at 10.30 a.m.
DELACON, PERUVIAN & CHINA PORTS via JAPAN	NIPPON MARU	Jan. str.	—	—	—	On 10th Sept., at Noon.
AUSTRALIAN PORTS via MANILA	ANTO MARU	Jan. str.	—	—	—	On 28th inst., at 11 a.m.
AUSTRALIAN PORTS via MANILA	SURAT	Brit. str.	—	—	—	On 4th Sept.
MAGASAKI, KORE & YOKOHAMA	ALDENHAM	Brit. str.	—	—	—	On 14th Sept., at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	CHANGHUA	Brit. str.	—	—	—	On 12th Sept., at 10 a.m.
SHANGHAI	PANGO MARU	Jan. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, MOJI & KORE	NIKKO MARU	Jan. str.	—	—	—	On 27th inst., at 10 a.m.
SHANGHAI, KORE & YOKOHAMA	CHONGSHING	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	CHIPSING	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, MOJI & KORE	WINGSANG	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	YOKOHAMA	Brit. str.	—	—	—	On 31st inst., at Noon.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	—	

